

KEN MILES TAKES TWO FEATURES

SEE PAGE 1

MOTOR RACING



Vol. II — No. 4



119

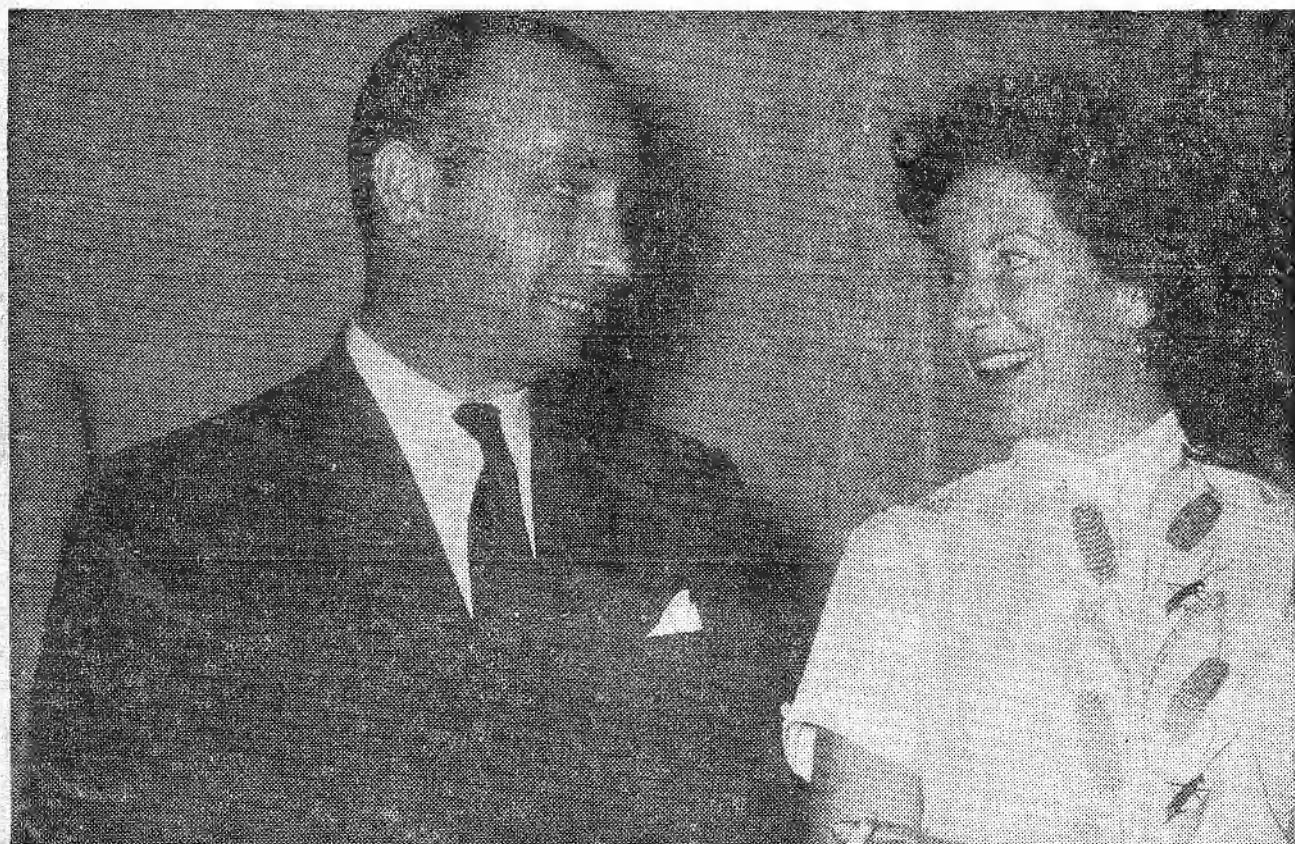
(Published Bi-weekly)

15c

November 30-December 7, 1956

WORLD CHAMPION FANGIO VISITS L.A., INTERESTED IN INDY CLASSIC

SEE PAGE 3



SURPRISE VISITOR in Los Angeles last week was the famous four-time world champion, Juan Manuel Fangio of Argentina, shown here with Jacqueline Evans, British actress and a competitor in all five Mexican road races.

Fangio came here as the guest of the Allen Guibersons of Dallas. He expressed interest in racing at Indianapolis next May, and visited the Meyer-Drake, Kurtis, Eddie Kuzma and Quinn Epperly plants. Story Pg. 3, other photo Pg. 5.

—Vignolle & Powell

CRACK FIELD READY FOR NASSAU

SEE PAGE 1



AFTER MILES' VICTORY
'By George, That's Milk'

MOTOR RACING

Vol. II — No. 4 119 Los Angeles, Calif. (Published Bi-weekly) 15c Nov. 30 - Dec. 7, 1956



KEN WINS TWO BIG ONES
And He Waves to His Public

PORSCHE COOPER BLOWS OFF FOES:

Ken Miles Double Winner!

Nassau Race Attracts Top U.S. Pilots

NASSAU, BAHAMAS, Nov. 28. —Some of the world's greatest drivers, headed by Stirling Moss of Great Britain, meet here in the big International Nassau Trophy Races during the Bahamas Speed Week, Dec. 3-9.

This island is roaring with excitement as each ship from Miami unloads scores of powerful sports cars which will compete in the classic event.

HECTIC DUEL

The 210-mile Nassau Trophy race on Sunday, Dec. 9, is expected to be a furious duel involving three of the world's top drivers—Moss, second to J. M. Fangio for the '56 world championship, driving a 3-liter Maserati; Phil Hill of Santa Monica, the defending champion, in George Tilt's 3.5 Ferrari, and Carroll Shelby of Dallas, tooling John Edgar's 4.9 Ferrari, the machine with which he won at Palm Springs.

In addition to Shelby, the Edgar team lists Jack McAfee, Manhattan Beach, and Ed Crawford in Porsche Spyders, but the rumor is current here that McAfee will not race under the Edgar banner.

MOSS DUE SOON

Moss is due to arrive Dec. 5 from Melbourne, where he won (Continued on Page 2, Col. 1)

CAIN INJURED AS ROSS SNARES RACE

Bob Ross captured the first 1957 NASCAR late model stock car race of the season last Sunday in the 150-lap main event at Gardena Stadium.

Scotty Cain was involved in a spectacular collision and suffered possible broken ribs.

Vusovich Car Scores

Paul Vusovich's beautiful MG TC captured best-of-show honors in the first Continental Concours d'Elegance held last Sunday at Paul Cummins' Huddle Wilshire Restaurant.

The restaurant tied in with the Miracle Mile Association in staging the event. A number of film and TV stars were on hand.

Porter and Oddous Post Best Times

Chuck Porter, piloting his sleek Mercedes-Benz 300SLs, and Jean Oddous, behind the wheel of a Lotus Mk VI, posted the best times in the over- and under-1500cc modified classes, respectively, at the Pomona Valley Sports Car Club's time trials last Sunday at the Pomona Fairgrounds course.

Porter's time was 1:36.3, Oddous' 1:41.5. One hundred twenty-nine cars entered, taking two turns, with best time used for results. Unofficial results:

Sedans — 1 — Jack Dair, Volvo, 1:57.5; 2 — Jerry Davis, Simca, 2:03.5; 3 — Anthony September, Alfa, 2:07.3. Under 1800cc Production — 1 — Tom Newett, Alfa Romeo, 1:50; 2 — William Bureau, Alfa Romeo, 1:52.6; 3 — Jack Dair, MGTF, 1:55.1. 1300cc-1500cc Production — 1 — Nick Jay, MGA, 1:49; 2 — Mel Curland, MGA, 1:50.5; 3 — G. H. Schillert, MGA, 1:52.9.

1500cc-2000cc Production — 1 — Don Hulette, Arnolt Bristol, 1:43.6; 2 — Lew Bracker, Porsche, 1:44.5 and 3 — Ronnie Bucknam, Porsche, 1:44.5; 4 — Dixon William, Sata, 1:45.8. 2000-3000cc Production — 1 — Pete Darley, Austin-Healey, 1:42.5; 2 — Dick Shipman, Austin-Healey, 1:44.2; 3 — Bill Bench, Austin-Healey, 1:44.6. 3000-4000 Production — 1 — Tony September, Mercedes 300SL, 1:42.5; 2 — Lawrence Clarke, Jaguar XK 120, 1:43.5; 3 — Lek von Kaesborg, Mercedes Benz 300SL, 1:45.

Modified under 1500cc — 1 — Jean P. Oddous, Lotus MkVI, 1:41.5; 2 — Arden Stevens, DB Panhard, 1:50.02; 3 — Odie Fellows, MG Special, 1:52.5. Modified over 1500cc — 1 — Chuck Porter, Mercedes 300 SLs, 1:36.3; 2 — D. C. Schutz, Victress Mercury, 1:50.5.



—Lester Nehamkin

KEN MILES

He Blew Off Everybody at Paramount

Next MOTORACING Issue a Whopper!

Look for the next big issue of MOTORACING—a 16-pager. Dated Dec. 14-21, it will be the final issue for 1956.

MOTORACING's editorial and business offices will be closed from Dec. 24 to Jan. 2. It is the first respite since we came out with the first issue nearly 15 months ago.

The staff has been yelling for a vacation. This is it.

The first issue of the New Year will be dated Jan. 11-18, 1957.

In the forthcoming 16-page issue, you will get a glimpse of the 1957 foreign cars which were on display at the recently-concluded auto show.

Too, this will be the edition in which you can extend Christmas and New Year's greetings to all your friends. The deadline for these holiday greetings is Wednesday, Dec. 5. Act early and beat the deadline—Dec. 5.

Watch for the next big issue of MOTORACING—it's the 1956 finale.

ROCK AND ROLL

It's the rage everywhere, just like MOTORACING. Sign up for yourself and friends now.

Kunstle 2nd In Two Races at Paramount

By Gus V. Vignolle

HAWK-NOSED Ken Miles, 37-year-old British driver who never won any popularity polls, yet is recognized as one of the best in the business, hurtled a 1498cc Porsche Cooper to two astounding victories in the under- and over-1500cc features for modified cars at Paramount Ranch last Nov. 18.

This feat with the same car had been accomplished only twice before in West Coast an-

Complete Charts, Other Photos —Pages 6-7

nals — and Miles was one of them. Back in March 21, 1954, he turned the trick with an MG Special at Bakersfield.

He won the 60-mile big-bore that day when Stirling Moss' Ferrari was forced out (Continued on Page 10, Col. 1)

Riverside Track Gets Approval

One of the highly-secretive road racing plants planned for Southern California will be built in the Edgemont area near Riverside by International Motor Raceway Assn., headed by Rudy Cleye, L. A. restaurateur and sports car pilot.

Last Monday the Riverside County Board of Supervisors voted 3-2 to grant a zoning permit.

According to conditions, promoters must begin construction within 90 days and complete \$100,000 of development within one year, erect a six-foot fence and provide off-street parking for a minimum of 20,000 cars.

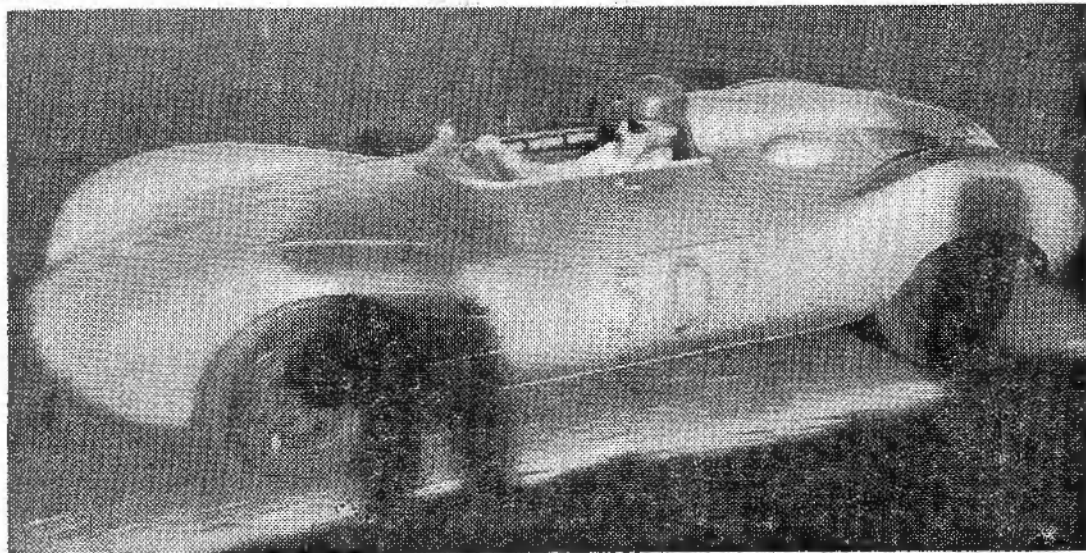
The course will be about five miles in length.

Miles, Murphy Race Titlists

Ken Miles' double win at Paramount enabled him to snap a tie with Richie Ginther and win the under-1500cc 1956 West Coast championship with 20 points, and also tie Jack McAfee and Lou Brero for third in the over-1500cc at seven points each.

Final standings on basis of 3-2-1 points for 1956 Sunday main events only:

Over-1500cc—Bill Murphy 18, Carroll Shelby 12, Ken Miles 7, Jack McAfee 7, Lou Brero 7, John Barneson 6, Sam Weiss 6, John von Neumann 5, Harrison Evans 5, Phil Hill 4, Jean Pierre Kunstle 4, Eric Hauger 4, Masten Gregory 3, Bill Krause 3, Richie Ginther 3, Bob Drake 3, Jerry Austin 2, Fred Woodward 1, Chuck Daigh 1, Harold Erb 1. Under-1500cc—Ken Miles 20, Richie Ginther 17, Sam Weiss 14, Jean Pierre Kunstle 9, John Porter 8, Jack McAfee 8, Eldon Beagle 7, Pete Loveley 7, Bob Drake 3, Howard Wheeler 3, Jean Oddous 3, Cy Yedor 2, Bill Pollack 2, Frank Monise 2, Bill Eschrich 1, George Keck 1, Rex Huddleston 1, John McLaughlin 1, M. Forbes-Robinson 1.



—Marvin Reichler

AT SPEED — Ken Miles, controversial English driver, turns in a magnificent performance in winning both the under- and over-1500cc feature races at Paramount Ranch Nov. 18. Un-

like his recent experience at Pomona, where he had trouble staying on the course, the Hollywood flyer's latest feats were flawless in the rear-engine Porsche Cooper racing machine.



Racing Pow-Wow

By Maury Powell

FOREIGN CARS TAKE LAURELS AT PAN-PACIFIC AUTO SHOW

SCOUTING AROUND the Pan-Pacific Auditorium, site of the L. A. International Auto Show, we got the impression that imported cars came off with all the laurels—regardless of the yardstick employed.

Following the "Celebrity Premiere," attended by one or two folks who get into Hedda's or Louella's column once in a while, the show was thrown open to the public. The premiere also was intended as a press preview, but someone goofed in that department. Many scribes did, indeed, arrive to gander at the autos—and that was the full extent of it!

Luckily, the British Motor Manufacturers represented at the show accommodated the press at a pre-show gathering staged the prior evening at the Beverly Hills Hotel.

Most American buyers seemed pleased with the imported auto display. Their comments indicated they weren't aware that the smaller cars were available at such reasonable prices; nor were they shocked when discreetly inquiring into the tabs for the Rolls Royces, Bentleys, M-Bs and other expensive models. Sort of to be expected, you know.

Cadillac and Chrysler Imperial seemed to be vying in the "let's stretch it out a mile or so" department; I think the green Imperial won by a furlong. I'm sure one of the requirements prior to sale is that the new payment maker also own a Suez pilot's license.

One of the cleverest displays was Dorothy Deen's carousel for the 1957 Triumphs. Front-wheel disc brakes feature the new TR3. Engine and body remain pretty much the same but this should not displease a soul.

Henry Henkel of Rootes Motors seemed to be having a ball, as usual. The Sunbeam sport coupes were drawing much attention, thus interfering with Ray Stenning's time generally devoted to telling wonderful English dialect stories.

SECRET UNDER NEW AUSTIN-HEALEY HOOD

Lots of folks were caught trying to lift the protective hood on the new Austin-Healey 100 Six, which was being reserved for an official unveiling several days later. The A-Hs (except the Six) had been shown to dealers and press at a private Beverly Hilton Hotel showing that also included one of Donald Healey's sleek speedboats. Consensus: the A-Hs and the boats will sell. Spelled m-o-n-e-y. The '57 Austin's grille and hood air scoops were a copy of the A-H, and this machine is probably the most-improved car style-wise of the smaller sedans.

Peter Satori's exhibit was always well-populated with gawkers, thanks to the two Rolls, Bentley and Aston Martin that heightened the display of various DKWs.

Tony Anthony at the Mercedes-Benz display told us he'd just purchased a 212 export Ferrari Vignale coupe. Hal Smith, Ford's PR ace, said things looked good for the '57 Fords; I agreed, particularly if he meant the lovely models in revealing attire running around his area.

Porsches and VWs were getting a big play; not much new VW-wise, but the '57 Porsches are loaded with new goodies for improved steering, suspension and handling.

France had a couple good things going in the Simcas and Citroens. Will Witkin was busy talking it up for Simcas. Charley Hornburg and staff busy as all-get-out in the Jaguar section; Facel Vegas also luring much interest from those able to shell out \$7,900 for one of the finely-appointed Chrysler-powered jobs.

MGs, Rovers, Hillmans, Alfa Romeo Guiliettas, Borgwards, Lloydwagens, English Fords, Volvos (love that station wagon model) and Rometchs also magnets for the folks. Although signs proclaimed the BMW and Denzel were on hand, could find neither.

Dodge's Autodynamic display was a corker, featuring a winsome blonde; the cars weren't bad, either. Plymouth seemed to be doing real well and Bob Johnson, MOTORACING's new ad rep, was told that on-the-spot sales were fantastic.

SUPERCHARGER HIGHLIGHTED BY STUDEBAKER

Studebaker's highlighting the McCulloch superchargers for its line of "America's only authentic family sports cars." Chevrolet is neat, but those hood ornaments give the impression that a pair of concealed 50-caliber machineguns are ready to open up on you.

The Lincoln Premieres looked snazzy, but if they were trying to join the Cad-Chrysler "long look" battle, they came out third best; pushbuttons all over the dash area for every conceivable thing. Buicks, Oldsmobiles and Pontiacs looked great, too. Anyone got a spare GM credit card?

Bruce Kerr of MacManus, John and Adams, Pontiac's ad agency, loaned us a '56 Pontiac Star Chief sedan complete with air conditioning, with which to transport some scribes to the Willow Springs stock car road races, the previous week. Just "road testing" Pontiac's floor model I could tell quite a few improvements had been made.

One thing's for sure—don't fool with no Cadillacs, especially you who pilot sports cars, and the poor pedestrians a-foot, . . . those pointed frontal and rear bumper fender extrusions will gore the helloutofya!

COAST PILOTS AT NASSAU

(Continued From Page 1)
the Australian Trophy Race last Sunday.

West Coast pilots, whose entries have been accepted, include Hill; James Orr, Kentfield, Devin Panhard; James and Marion Lowe, Santa Cruz, Frazer Nash; Lou Brero Sr., Arcata, D-Jaguar; Lou Brero Jr., Arcata, Ferrari; Calvin Paige, Kentfield, Devin Panhard; Sam Weiss, Sacramento, Porsche Spyder; Lance Reventlow, Hollywood, Cooper Climax; Jack McAfee,

Manhattan Beach, Porsche Spyder; Eldon Beagle, Sacramento, Porsche Spyder; John von Neumann, Hollywood, Ferrari; Richie Ginther, Santa Monica, Ferrari; and Ken Miles, Hollywood, Porsche.

The 20-lap, 70-mile Governor's Cup for classes E, F, G and H is slated for Dec. 4, with the second section for B, C and D billed over the same distance the next day. Seven races are set for Dec. 8, with the big race on Sunday, Dec. 9.

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LETTERS

to the Editor

UPHOLDING E. CLEYE

I would like to put my two-bits in about the Cleye-Thompson affair mentioned in the last issue of MOTORACING and in particular to Mr. Pye of Pomona, who seems to think that Mr. Cleye in his MB showed (singularly) "unsportsmanlike conduct." Perhaps if anyone happened to notice that Mr. Cleye was perched by Mr. Thompson on the last part of the last lap coming out of turn 8 (the end of the long straight), they might change their view.

It appears that Cleye was pressing Thompson and Thompson came into turn 8 over his head, because when Thompson came out of the turn he lost speed due to his fishtailing. Cleye must have seen the opportunity to PASS Thompson; however, Thompson wasn't going to buy that—he cut sharply to the left just as Cleye was coming up on the inside for the turn (9). Consequently Thompson perched Cleye, causing Cleye to brake sharply and lose speed. Before Cleye could regain speed, Thompson was going into turn 9, and Cleye could no longer get around Thompson on the inside of turn 9. This perhaps meant the race. The cars being fairly well matched, Thompson won by the margin that Cleye lost after being perched. My point is, that Thompson was not playing it "straightarrow" as many fans and writers are under the impression of. I can see good reason for Cleye to get mad.

Don Dotzauer
Los Angeles 5

INSURANCE STORY TRUE

It has come to our attention that you have been informed by certain people to the effect that the facts surrounding the Race Insurance story were for the most part false. First let me make myself clear so that there is no room for misunderstanding. My associates and I are race enthusiasts on race week-ends and do as much as we can for the fraternity at all times. The motivation behind the pioneering of this insurance was our wish to try and get something for the owners of race cars. To this end we have foregone any commission we might have received on this type of business in excess of 10%. As you can see, this will hardly do more than pay our expenses until the volume is great enough. We were more than willing to accept this condition in order to be able to present our policy to our fellow racers. But we are also business men. We conduct ourselves in a business-like manner and stand in back of anything we put through our office. As business men, we do not say anything which is not true and that we cannot back up.

As you well know, our Sports Car world is used to airing little fights and hearing claims and counter-claims that need not be backed up nor proof brought forth. This is slightly different, however; this is a matter of business and we will conduct it as a matter of business. The facts as you know them are true and not only can we substantiate them, but we would be more than happy to substantiate them. As a matter of fact, there is more to the story than has been told, and I venture to say there is even more that we don't know about.

As proof of our desires, we welcome—no, in fact, we challenge—our adversaries in this situation to appear before a Board made up of Owners together with ourselves. We not only can tell our respective stories but we can also compare policies. It is a sorry day indeed when a member has to fight his own club for a day in court. I hope that the apathetic viewpoint of my fellow members is cured before our January elections. A new broom sweeps clean and unfortunately we need a vacuum cleaner.

Lew Bracker
Studio City, Calif.

SQUIBBELLY DRIVERS

Anyone who was in or near the pit area during the Pomona race, must have been appalled at the large percentage of cars that were damaged. It is my personal opinion that this excessive damage can be contributed to three factors: too many contestants driving way beyond the limits of their car and their own ability; gross inattention paid to faster cars

SPORTS CAR-TOON ★ By Ann Martin



ANN MARTIN

'Well, he SAID he wuz runnin' stock!'

Who Is Your Choice?

MOTORACING will reward the eight top achievements in West Coast road racing for 1956 with beautiful two-foot-high trophies. Awards are to be made on the basis of votes cast by MOTORACING readers.

Fill in ballot and mail to this publication, 725 No. Western Ave., Los Angeles 29.

Best over-1500cc car
Best over-1500cc driver
Best under-1500cc car
Best under-1500cc driver
Most improved driver
Most outstanding personality
Most under-rated driver
Greatest contribution to the sport

THE DUKE WONDERS...

WHAT FLACK started out for L. A. International Airport after the Paramount races, got lost in a Dunlop fog, and wound up at Ontario Airport?

How many know that the automotive publisher and starlet who have been linked semi-romantically in print are both handled by the same drum-beating organization?

If the harm done by charging admission at Paramount on Saturday didn't outweigh the few paltry dollars the CSCC took in (those that paid saw a miserable show and refused to come back and be bored on Sunday; the setup, though, did make for better racing on Sunday)?

If the Als & Annies, set up by Old Gold Suit for a race a week before, were the same ones used at the Paramount races?

When that distributor for that Italian marque will ever wise up and provide the needed parts for those dealers who have been calling and calling for them?

If the pleading owner of that English car ever was able to get assistance from the announcer at Palm Springs races?

Why that announcer at the spa kept insulting people (the starter has a little say on crowd control at the start-finish line . . . several suggested he either shut up or run for office)?

trying to pass on the straightaways; too many consecutive turns too narrow to accommodate two cars, drifting simultaneously, through the turn.

A solution to the third problem may sometimes be impossible due to the layout of the track. However, when permitting, I recommend a minimum width be established and adhered to.

Problem one and two can be corrected through stricter attention to the behavior of the car and to the driver's style on the course and followed by warnings or slowdowns where necessary. If this sounds like I advocate the indiscriminate use of the Black Flag, the answer is NO. However, I would like to see it used enough to correct the potentially dangerous situations that I observed during the two-day meeting.

In essence, it boils down to this: I dislike having to pay a repair bill of \$100 plus (which I have to) for damages resulting from trying to avoid another car that is all crossed up and where I later learn that this same person was real squirrely on Saturday but was never warned about it.

Robert D. Evans, Jr.
Los Angeles

BLAST AT SCCA

Regarding this matter of bad feeling between the local organization and the SCCA, there is no doubt good reason for friction.

The SCCA is notorious for sloppy organization, poor judgment on the part of officials, and much too little regard for its own rules and regulations. For one will never participate in

any event that remotely has the smell of the SCCA about it. I have been sadly disappointed in all of those I have participated in or been a spectator at. Specifically, the recent Concours d'Elegance at the Miramar Hotel, entailed a great deal of physical labor on the part of my wife and myself to prepare a car, only to find the rules of judging suddenly changed the day of the Concours, the classifications of the cars changed witlessly at some jerk's peculiar whim, a bored attitude on the part of judges (and how the publisher of Road and Track could lend himself to this bit of chicanery is beyond me) and lastly a playing of favoritism that stunk so loud one could almost hear it.

This is not a sour grapes type of letter and I shall be most happy to itemize details. I do regret wasting time and energy on SCCA sponsored events in the past, mostly as a spectator I admit, but I do know that I and a goodly number of friends will not foolishly be so wasteful in the future.

Robert Fink
Reseda, Calif.

OVERSEAS INTEREST

Enclosed you will find an order for subscription to MOTORACING and a check to cover rate for a year.

My husband is in the Seabees over in Guam and had only once got a hand-me-down copy of your paper. He liked it so much that I think he'd enjoy having it sent to him overseas so he can keep up with the "goings on" in the states.

(Mrs.) Audrey B. Richardson
Los Angeles



Vignettes

by Gus V. Vignolle

SUNSHINE FROM GIRALDO...
AUTO SHOW PUBREL LOUSY

MARGINALIA (or downing French 75s on an empty stomach) —One of the nicest guys we know is a veteran, happy-go-lucky newspaperman from up Oakland way who is the best-versed man on racing in Northern California. He is Clyde Giraldo, sometimes known as Señor G and currently with the San Francisco Examiner.

Despite physical setbacks and/or occasional mal de mer, he always has a happy outlook on life. His letters lift me from the doldrums of despair and serve to take my alleged mind from who I'm going to knock from one issue to the next. This is healthy because you can't be pelting the peons all the time.

Today a typical nifty in the post from Señor G. It started as follows:

This man came home from a hard day at the office. He tossed off his hat and hollered, "Honey, the boys at the office say I'm queer." No response. He repeated, "Honey, I say all the boys down at the office say I'm queer." No response. He roared, "Dammit, listen to me, I'm talking to you, Sam."

MEUNIER MAKES MOBIL AWARDS

Three cheers for General Motors Acceptance Corporation—RAH, RAH, RAH... All my life I've had an uncontrollable yen to do absolutely nothing... Four aces. That was the setup in Phoenix recently—Jimmy Bryan, Clint Brawner, Al Dean and Frank C. Meunier. Occasion was Bryan, 1956 USAC champion, receiving the Mobil Championship Awards from Meunier, sportsman and Mobil executive. Duplicate awards went to Brawner, chief mechanic, and Dean, owner of the Dean Van Lines Special that Jimmy drove to his string of wins and the smashing 1860 points that earned him the National title for the second time.

No matter what you say, Jane Moore is putting out the best club publication—the artistic Paramount Studio Club Sports Car Club Newsletter. The covers are collector's items. And a lithographed gem is the Santa Monica FCC's Check Point (Dick Comen, Ed.)... After the Palm Springs roundelay it appeared things would return to normalcy, but no—the Austin-Healey 100 Six soiree at the Beverly Hilton... the British Motor Manufacturers' party at the Beverly Hills... The Tigers' Bang-Banger for Stirling Moss at Blarney Castle... Lodge Spark Plugs' bash for Moss at Scandia... The KLaCsgiving whopper at the Beverly Hills... the Jerry Fitzgerald cornfest at Crestline's Rim of the World... the SCCA Bongo Bash in the Hollywood Hills... the Renault Dauphine smasher at Blairfield House... ad infinitum... How the L's a guy gonna get any work done?

WHO'S GOT JOHN BEASLEY'S LADY?

Add pleasant acquaintances: John T. Panks, general manager for Rootes Motors from NY... John Beasley, whose Scotch & Champagner was one of the Palm Springs highlights, is still looking for the lady someone pinched from his Rolls Royce—the elegant radiator ornament... Pretty Trudi Philion, the sports car devotee and artist, opens with about 40 paintings in a one-woman show at Florentine Gallery in Pacific Palisades, Dec. 2... To RP & JG: Why no comeback to counteract the damage done by the ban?... \$2 jolt for the races is too much; they had a big deal in Canada 'other day and the tab was \$1... Since all the fine showings of the Lotus, Jay Chamberlain is going great guns as National distributor of the marque. He's out Burbank way... Attractive Barbara Malone has recovered from injuries sustained in an auto mishap. Hubby Tiger John escaped unscathed.

Young Bruce Kessler was here briefly from New York, won the Formula III at Paramount and left again for Gotham last Sunday. No more driving before he leaves March 15 for Europe and Formula II competition. He won here in Joe Lubin's Cooper Norton after Jean Geslin graciously turned the mount over to Bruce, since he was here for only a short time.

Bruce won the 500cc Club of America championship for 1956, his first year in the little ones. He should do quite well in Europe.

NEW DEPTHS IN PUBLIC RELATIONS

Here's a hot one: The flack for the LA Motor Car Dealers Assn. auto show said, sorry, he had no photos of the foreign car exhibits. "It's too late now," he wailed. "We're only interested in boxoffice—what will bring people to the show."

"OK," I told the flack, "we'll send our photographer over." "Nope," the flack replied, "sorry, we have no tickets for him."

How does that grab you? That is a new low in public relations.

From the start, the attitude of this flack and some of the other show brass was absolutely lousy. It was a lackluster show in which they expressed a take-it-or-leave-it attitude.

Instead of welcoming exhibitors, they barked, "You MUST do this, you MUST do that." Exhibitors beefed loudly over the few passes. They barred spotlights, yet General Motors (3 cheers for General Motors Acceptance Corp.) was allowed reflector floods. They made one foreign car firm tear down its exhibit because it was "too high." One distributor had a helluva time getting 'em to raise a telephone wire that was outright unsightly.

One photo firm had a franchise on the photography. Other photos were given a rough time. Less than three minutes after closing time, it was so dark you needed radar to get out of the joint (Pan-Pacific).

I met Clarence Dixon, the chairman, at the British Motor Manufacturers' party the day before the farcical "special preview" (1½ hrs. after it began, the doors were opened to the public!). Dixon seemed a nice enough guy.

But I wonder if he's aware of the impression created by Elmendorf, Crank, Stratton and a few others!

FANGIO VISITS LOS ANGELES INDY CAR BUILDERS; MAY DRIVE IN '500'

By Gus V. Vignolle

AFTER YOU talk to one of the greatest racing drivers of all time, there is much that you want to say, but somehow can't.

One of the reasons is that the man is unprepossessing, unobtrusive, almost aloof. He lacks color. He is not what you would call copy.

He is 45-year-old Juan Manuel Fangio of Argentina, son of an Italian plasterer who emigrated to the South American country as a young man.

The 1956 — and four-time — world champion was a surprise visitor here for about 36 hours during the past fortnight. He (Photos on Cover and Page 5)

came in unannounced to the Beverly Hills Hotel from Dallas with Mr. and Mrs. Allen Guiberson—he's the millionaire Texas oilman whose Ferraris have been driven by Phil Hill and Carroll Shelby.

Fangio was their guest in Dallas after racing in the Venezuelan Grand Prix in Caracas. Suddenly they decided to fly to Los Angeles before he was to head back to New York and then his native Argentina.

It all seemed pretty mysterious—booming out here for just a few hours and then flying back as quickly. "Only a visit," they said.

WON EVERYTHING

But it wasn't. Juan Manuel has won just about everything in sight in Europe and South America. He has never raced at Indianapolis. He said he would like to next year, but that he didn't see how he could. "I would miss one month from the European campaign," he said.

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150,000 See Moss Win

MELBOURNE, Nov. 25.—Shortly after his arrival from Los Angeles, Stirling Moss, the great British driver, settled behind the wheel of a Maserati 300S and proceeded to win the Australian Tourist Trophy at the International Motor Car Races at Albert Park.

Moss reached speeds up to 160mph. His fastest lap was 1:55.8, which bettered the old record by four seconds. He was due to compete in another race Dec. 2 during the Olympic Games and then fly immediately to Nassau to race in the Bahamas Speed Week, Dec. 3-9.

More than 150,000 fans saw the race.

That's three races, enough to knock him out of the box if he's in contention for his fifth world championship.

But I have a strong hunch he's going to try and make Indianapolis. He naturally would want to wrap that one up before he retires. And he didn't come out here to see the movie stars or to check the miserable smog situation.

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Fangio visited the Meyer-Drake plant. That's where they make the engines that race at Indianapolis. He visited Frank Kurtis, Quinn Epperly and Eddie Kuzma. They make the Indy cars.

That is indicative of something.

INDY INVITE

Sam Hanks, the veteran Indy driver (he has competed in 11 of 'em), was on hand. He invited Fangio to race at the Brickyard. Juan Manuel smiled thinly and said, "Gracias."

The big question as far as Europe is concerned for 1957 is: what works car will Juan Manuel Fangio drive? He had (Continued on Page 5, Col. 1)

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The Inside

By Flavio St. Germain

DRIVER SEEKS OUSTER OF CY YEDOR FROM CAL CLUB

LEK VON KAESBORG is a young attorney from San Bernardino who races in short pants. He drives a 300SL. His name intrigued me and I have been keeping an eye on him at Cal Club races. He had a second overall behind Jim Parkinson in a consolation go at the last Santa Barbara shebang; then he had a nice fourth overall behind Parkinson, Cleye and Forbes-Robinson at Pomona.

Recently, at Paramount he was booming along third in class more than halfway through his race when all of a sudden — boom! — he got the black flag. He was kicked out for allegedly spilling oil.

Prior to the race the CSCC said the 300SLs would not be accepted unless owners could prove to tech inspectors that adequate provisions had been taken to prevent oil being deposited on the track. The Mercedes Benz, in addition to costing too much dough, is notorious for spilling oil.

Well, sir, Lek von Kaesborg blew his stack. He claims he was not spilling oil, although Dick Van Laanen, one of the Cal Club Pharaohs, sprinted over to the pits, got on his hands and knees, stretched an arm under the MB, rubbed his thumb and forefinger together and cried, "What the hell does he mean he's not spilling oil?"

BLISTERING BLAST

When von Kaesborg got to his office, he proceeded to knock out a blistering and scathing denunciation of the guy who black-flagged him — Yedor, the starter and one of the more firmly entrenched CSCC Pharaohs.

The letter (with a copy to MOTORACING) was directed to the Cal Club's Board of Pharaohs, and the gist of it was that he sought the suspension of Yedor from the club.

Now, I personally don't know whether the car was spilling oil, so naturally don't know whether von Kaesborg is justified in his endeavor to have Yedor black-flagged.

But I have news for Lek von Kaesborg. Under the present regime, he's got as much

chance of having Yedor suspended as an Arab delicatessen has of flourishing on Fairfax Ave. Regardless of the beef, Yedor is part of a clique that runs the CSCC show as it — AND ONLY IT — sees fit. The general membership is told little or nothing, mostly nothing. They know nothing of the inner workings, nothing about the Pomona and Paramount setups. Members just pay their dues (recently raised 100%), race entry fees and the rubber chicken tab at monthly meetings and Victory banquets.

NO SPILLAGE?

This is digressing, though.

An MB firm serviced the SL just prior to this race, according to von Kaesborg. Two days were spent in preparing the car and, added Lek, the firm's "meister mechanic," Stephen Paraker, certified the car would not spill oil during competition. Whether it did or not, is another thing.

Von Kaesborg said the various turns had been asked by Communications to check for oil spillage, "all of whom phoned in to say that he was not spilling oil."

Yedor was charged with "irresponsible use of the black flag in many sports car races against many drivers." And:

BOTH BARRELS

"As a well-paid (I think he starts just for the kicks) executive of the California Sports Car Club, Inc., or a supposedly experienced volunteer, Mr. Yedor's actions were... \$*&\$* (sorry, we're afraid of libel, Lek)... without authority, biased, on a personal malice toward von Kaesborg, and/or from reliable sources, based on Mr. Yedor's opinion that the Production car races are unpopular with the cash customers and should be eliminated entirely."

This column is open to the CSCC Pharaohs, who pop off individually, but never officially, and to Yedor.

Just one more thing in closing, Lek—I look for Yedor to be dislodged as secretary and starter of the Cal Club when hell freezes over!

But it was a good try!



MOSS FETED—Stirling Moss, renowned English driver who finished second behind Juan Manuel Fangio in 1956 world championship, holds gift presented him by The Tigers at a

party held at Blarney Castle. Moss' old friend Phil Hill is at left. Others are Maxine Hamilton (partially hidden), Cal Howard, who acted as emcee, Rudy Cleye and Jacqueline Evans.



BRITAIN'S FOREMOST driver, Stirling Moss (left), reenacts racing thrills at a recent luncheon hosted by Lodge Spark Plug Co. Looking on are Peter Page, Lodge Managing Director, and Troy Ruttman (right), famous American driver and Indianapolis winner who, like Moss, is a confirmed Lodge plug user. Moss stopped in Los Angeles briefly while enroute to race in Australia. The luncheon, given by Lodge Plugs, was to celebrate Moss' signing of a 10-year racing contract with Lodge.

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Formula III Racing

By Mike Siakooles

THESE LAST few months have proved quite a drain on this scribe's nerves, energy, time and finances. I have been building an entirely new frame for our 500cc car. Also, I borrowed Harry Morrow's Mark V Cooper to run at Palm Springs and Paramount. The hours of preparation for these projects are simply endless, but, I might add, worthwhile and rewarding, as the scoring sheets prove.

Another year of racing is almost at an end, and MIKE SIAKOOLES the 500cc Club can look back with mixed feeling of pleasure and regret. The large turnout I had predicted for this year did not materialize, but the number of prospects in new cars and in cars in the almost-ready stage give the new year a bright aspect.

JOE LUBIN is the proud owner of an immaculate and potent Mark IV Cooper DO Norton and it is being capably driven by young Jean Geslin. At Paramount, Gene had to run a hill climb gear over 7000rpm to get 100mph. Nevertheless, he was in front by lap four and even lapped the third place 500cc car, which was third overall. The DO Norton in this car must put out close to 60hp.

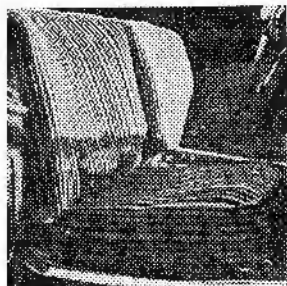
For a single cylinder 500cc engine, weighing approximately 130 pounds, this is amazing.

A new member and owner of a Mark VI Cooper JAP residing in Portland, Me., now gives the 500cc Club complete coverage from California to Maine. The fact that we are much better organized as well as recognized is greatly responsible

for this. New board officers, soon to be elected, will be installed at a trophy presentation dinner to be held at Hody's in the Valley, Dec. 8. For reservations, call Ray Poe, EM 9-3497.



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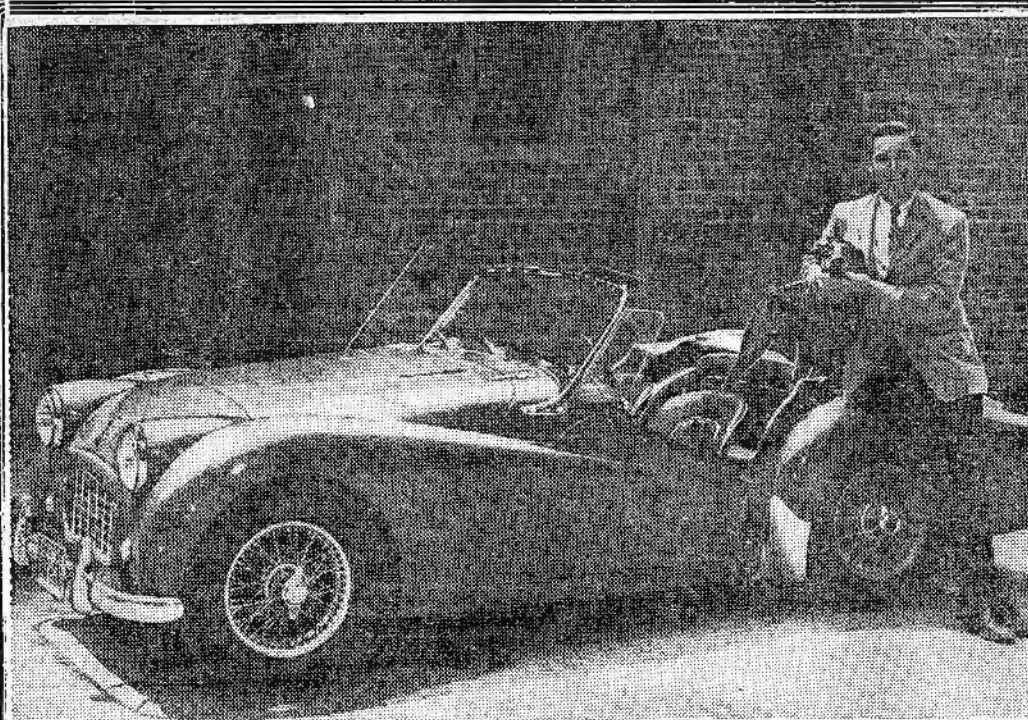


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ATTRACTIVE BLONDE Mrs. Allen Guiberson, wife of the Texas oilman and noted sports car racing figure, chats with Juan Manuel Fangio of Argentina, four-time world's champion, a surprise visitor in Los Angeles last week. Fangio left for a race in Buenos Aires in January. He said he would like to race in Indianapolis

—Vignolle & Powell

(Continued From Page 3)

just finished the season—and won the championship—with Ferrari. But nothing has been said about '57.

The short, husky, sparse-haired champion declared he didn't know and wouldn't until after the Argentine Grand Prix at Buenos Aires in January.

Although he gave no hint whatsoever, this writer predicts it will be for Maserati, especially since Moss went to Vanwall. I place no stock in Denise McCluggage's yarn in the New York Herald Tribune last week that the great Argentinian will free-lance next year, driving "when he feels like it for whom he chooses—Ferrari, Maserati, Vanwall—anyone."

FANTASTIC FIGURE

One of the most fantastic figures in the history of auto racing, Fangio's rise in the murderously-rugged international circuit began in 1948. Three years later he captured his first world's title, driving for Alfa Romeo. The next championship was in '54 with Maserati and Mercedes-Benz; then '55, Mercedes-Benz, and this year with Ferrari.

The fact that he has won with a different machine each time attests to his greatness as a driver—a driver who knows exactly what he can get from his mount and goes accordingly.

Unlike the Hollywood racing hero, Fangio is warm, yet uncommunicative; pleasant, yet aloof. A national hero in Argentina and recognized in all of Europe and Britain, he doesn't like a fuss made over him.

Very narrow-eyed, giving the impression of perpetually squinting, he looks at you and you get the impression that he is saying to himself, "What in the hell are you talking about?"

The only time he lighted up with any spontaneity was when a chap in the crowd asked if he could bring his 12-year-old son, who idolizes him, to meet him at the airport before he took off. "Seguro, como no, con muchísimo gusto. Si, traigalo," he beamed. (Certainly, why not, with much pleasure. Yes, bring him.)

LOTS OF MOOLA

It is estimated that Juan Manuel makes in excess of \$100.

Neat Race Cars For Youngsters

Burbank Sports Car Center now handles the famed Ans-Craft quarter-midget race cars, according to Jim Parkinson and John Lance. Ideal for young Fangios or WSCCers, they're offered in both the kit or assembled forms.

Motors are 2 hp Continental Red Seals of 7 cu. in. air-cooled types, with the 3 hp jobs optional at slight extra cost, they reported.

Scoda Honors '56 Top Drivers

YONKERS, N.Y., Nov. 17 — Jake Jacobs and Ed Pfisterer shared laurels during the annual Sports Car Owners and Drivers Association (SCODA) championship dance staged here tonight at Phillip's Restaurant.

Jacobs, of Providence, R.I., was 1956 over-all kingpin and over-1500cc champ with a Jaguar. Pfisterer, Mt. Vernon, N.Y., took under-1500cc honors with a Porsche.

SCODA reported its best season in history, the drive-for-

dough outfit participating in 13 events paying \$24,500 in purses. Roll-bars were made mandatory for 1957 competition.

New officers: Stan Becker, Albertson, N.Y., president (re-elected); Nick Cavi, Ridgewood, Brooklyn, N.Y., treasurer; Pete Mourad, West Englewood, N.Y., secretary-public relations; Bob Oberst, Hackensack, N.J., Charles Bettman, Tappan, N.Y., Bill Boyd, Sandy Hook, Conn., and Jacobs, vice-presidents; Bill Paul, Huntington, L.I., N.Y., Don Mann, Providence, R.I., and Steve McGrath, New Canaan, Conn., non-voting board members.

Top 10 drivers in 1956 over all standings: Jacobs, 916; Pfisterer, 736; Bill Paul, MG, 714; Pete Mou-

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Canoga Park, Calif.

rad, MG & Jaguar, 674; Leroy Gane, blown MG, 668; Nick Cavi, Ford Thunderbird, 646; Charles Bettman, VW & Porsche, 644; Jackie Marcos, blown Corvette, 610; Ernie Lager, MG & Jaguar, 562; Bill Drury, Porsche, 488.

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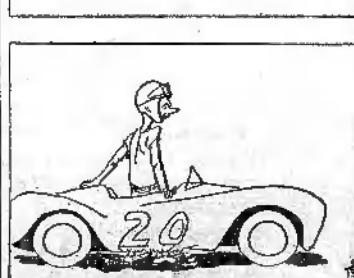
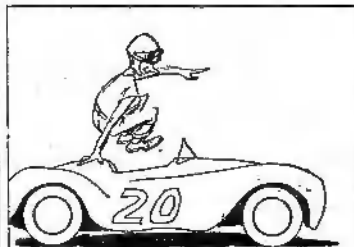
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LeMans Start By Dick Hoch



000 a year from racing and his automotive business in Argentina. He is a Chevrolet dealer in his birthplace of Balcarce, a small town 180 miles south of Buenos Aires, and has a garage, service station and handles Mercedes-Benz in the Argentine capital. His astute wife handles all his business.

Since he consistently averages more than 100mph in winning races, he was asked what was the highest speed he ever hit. It was 196.75mph in an Alfa at Pescara, Italy, in 1950.

This relaxed, bandlegged man (nicknamed "El Chueco"), who is transformed into an icy, nerveless mechanism behind the wheel of a race car, came up the hard way. He was an apprentice mechanic at 13 and had his first race (stocks) at 18.

In 1952 he was involved in a horrible accident at Monza, suffering a broken cervical vertebra. Two years later he won the world's championship for the second time. Today, at 45, he is in his prime.

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Myra's Clipboard

By Myra Jones

WHY THEY DIDN'T
FINISH AT PARAMOUNT

PARAMOUNT RANCH ROAD RACES

Nov. 17-18
California Sports Car Club

THE SATURDAY program proved rather uninteresting but was a valuable experience for the fellows who have been asking for more practice time. It gave them a chance to learn the course and to make adjustments on their cars. The time trials were an innovation which proved that the Contest Board can "seed" the cars so that the fastest cars are in front. Note—the FTD was the same person who is usually up toward the front and the others came in about the expected order.

No. 45, Nash Metropolitan, driven Paul Winters, has the same engine that is used in the MGAs. It is the new version with the large clutch but the factory is planning on the 2 carburetor engine for this car soon.

No. 93, MGTC, driven by Clarke Whitney, was sitting most ingloriously on top of a stack of hay bales at turn 11 after he encountered some oil. Practice was stopped, the car was pulled down, cement put on the oil, and Al Papp, Dave Bracken and Bob Koskoff replaced the broken hay bales. There was some fine flagging done by the Long Beach MG Club Flag Team during this episode.

No. 17, Harry Morrow's Trimax broke a fuel tank during practice. Paul Gager was driving. Later, during the race, the same car caught fire between turns 2 and 3. The driver escaped and the fire was quickly extinguished by the workers on the corner.

No. 138, Troutman-Barnes Special went home early Saturday. Chuck Daigh lost a valve head in practice and didn't get to qualify. The beautiful Mercedes Special No. 181, built and driven by Chuck Porter, received its first bad bump when it hit a shut off marker at the end of the straight. There just wasn't room enough for the Corvette and the Mercedes at the same time.

Perry Peron dropped both carburetors from his Panhard Special after only six laps of practice. They took it home and Sunday his mechanic arose at 5 a.m. to make the necessary

repairs, which proved very successful. Perry took a first in class. Gordon Crowder must lay awake nights thinking of signs for his No. 48 Porsche. This time it said, "Easy does it! Assembled with rubber bands and chewing gum."

Robbie Robinson had to send his No. 77 Austin Healey home after practice. He over revved the engine and punched a hole in the top of the piston . . .

Jim Firestone, No. 124 Frazer Nash, uses his Class E letter to start the word "Expensive." . . . The laugh of the day was on Harrison Evans when he ran out of gas on his first qualifying run.

No. 128 Robert Scurlock, put in a new valve cover gasket on his MGM II just before Pomona. Much to his embarrassment and Whitney's annoyance, the gasket wrinkled up and let the oil come out of the engine on turn No. 11. He went home, worked all night and all Sunday morning making the necessary repairs but he didn't have the right sized bearings and they went out again after about 10 minutes of racing . . . No. 175 Gene Schulman, made a quick pit stop. They checked the plugs but the car didn't last long. They think they broke some rings.

No. 237, Sam Taylor, had a busy time holding off a pack of MGs in the under-1500cc production race. They were coming through turn 5 almost like a train. He was finally "pushed" into a spin on the "dogleg" and he ran into a small valley but hit a large boulder. He drove around to the pits but decided to check his undercarriage before continuing.

Forgot to mention that on the way out Saturday a.m. we passed a Triumph TR2 on Chalk Hill. A gal had her head under the bonnet. We were involved in traffic and couldn't stop. We later found out that it was Louise Wilson, a promising race driver and an active member of the WSCC. She had a broken throttle linkage which she fixed with a bobbie pin.

Robbie Robinson reported he had trouble with an overheating coil during the start of his race with No. 77 MGA. The trouble was corrected and he certainly gave Dale Johnson a good race. For the modified race they changed the coil and it worked better . . . No. 43, Mark Brunner, in his little production Crosley Hot Shot, had fuel trouble until after the checkered flag and then it ran fine.

No. 126, Donald Brauer, and James Hackett, blew the oil on turn 5 and burned the bearings in their modified MGTC during practice. They made repairs and qualified second from the last . . .

No. 22, Gil Bloemendaal, had to drop out of his race due to a wheel wobble which developed on his Austin Healey as a result of a collision with No. 13 in Saturday's practice. Some bolts were badly stretched . . . Lawrence Clark, Jr. broke the gear shift handle on his Jaguar No. 125 at the start of his race. At the end of the race his hand had a hole in it from the sharp end of the shift stick . . . Stuart Dane lost some time on the track when he accidentally switched off the fuel pump on his Dane Triumph, No. 212.

A fine example of good sportsmanship was displayed when Jean Gesslin let Bruce Kesser take over his ride in Joe Lubin's Cooper on Sunday. Bruce had flown out from New York to drive Harry Morrow's (Bruce's old Cooper) No. 3 but during practice Bruce sheared the transmission shaft. This meant that he didn't have a ride and no 500cc race was scheduled for Sunday. The "bosses" reconsidered and allowed the 500s to have a 10-lap race behind another race on Sunday. The 500 boys really appreciated it.

No. 25, Ody Fellows, made a quick pit stop with his pink MG Special to get the gas tank lid closed. Shortly after this he was black flagged for spilling oil . . . Stan Bucklein, was pleased to finish the race with his No. 114 Packard. He was running one stock and one modified spark plug. A sign on his car says "Old Panhard Never Die (We Hope)." . . . We understand that Bud Hand drove the entire race 5 with no clutch on the orange MG Special No. 26. Quite a trick! . . . Dick Nash spent most of his race in the pits with his beautiful MG Ford V8/60. He had heating problems; it was running red hot . . . Ignacio Lozano had to sit out Sunday's races because he lost 2 rod bearings on his Lotus No. 63 in practice.

Linda Scott, one of our best women drivers, proudly announced that hubby "Scotty" will soon be working as a mechanic in the new Sam Hanks-Cal Niday foreign car agency in Santa Monica. If he can make other cars go as well as "Good Old No. 97," he should be a success.

One of the most interesting sights of the week-end was the Von Neumanns (John and Eleanor) driving to and from Paramount Ranch in the Ferrari Monza. Wonder if they "snuck" by all of the gerdarmes. Eleanor was clutching the front license plate on her lap—just in case.

The Long Beach MG Club Chariots are proving very successful. Why doesn't someone make one for the WSCC so that the scribes can be moved around more efficiently? The VW Bus, loaned by the Newman's is handy but it takes longer to load a bus. Did anyone see the bus as it came in after the race on Sunday? Evidently Ella Mae picked up everyone on every corner—at least 20 people piled out of the poor little bus. It looked like a circus act.

By the way, everyone agreed that we missed the home-made lunches prepared by Gladis Bennett and her crew. Gladis and Sumner Bennett, the Hunds, the Ortman's, and the Townsleys are on a tour of Mexico in two VW buses.

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By Myra Jones

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Long Beach MG Club

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end of the straight.

isn't room enough for

nd the Mercedes at the

dropped both carbure-

Panhard Special after

of practice. They took

Sunday his mechanic

to make the necessary

repairs, which proved very success-
ful. Perry took a first in class, Gor-
don Crowder must lay awake nights
thinking of signs for his No. 48
Porsche. This time it said, "Easy
does it! Assembled with rubber bands
and chewing gum."

Robbie Robinson had to send his No. 77 Aus-
tin Healey home after practice. He
over revved the engine and punched
a hole in the top of the piston.
Jim Firestone, No. 124 Frazer Nash,
uses his Class E letter to start the
word "Expensive." The laugh of
the day was on Harrison Evans when
he ran out of gas on his first qualify-
ing run.

No. 128 Robert Scurlock, put in a
new valve cover gasket on his MGM
II just before Pomona. Much to his
embarrassment and Whitney's annoy-
ance, the gasket wrinkled up and let
the oil come out of the engine on
turn No. 11. He went home, worked
all night and all Sunday morning
making the necessary repairs but he
didn't have the right sized bearings
and they went out again after about
10 minutes of racing. No. 175
Gene Schulman, made a quick pit
stop. They checked the plugs but
the car didn't last long. They think
they broke some rings.

No. 237, Sam Taylor, had a busy
time holding off a pack of MGs in the
under-1500cc production race. They
were coming through turn 5 almost
like a train. He was finally "pushed"
into a spin on the "dogleg" and he
ran into a small valley but hit a
large boulder. He drove around to the
pits but decided to check his under-
carriage before continuing.

Forgot to mention that on the way
out Saturday a.m. we passed a Tri-
umph TR2 on Chalk Hill. A gal had
her head under the bonnet. We were
involved in traffic and couldn't stop.
We later found out that it was Louise
Wilson, a promising race driver and
an active member of the WSCC. She
had a broken throttle linkage which
she fixed with a bobbie pin.

Robbie Robinson reported he had
trouble with an overheating coil dur-
ing the start of his race with No. 77
MGA. The trouble was corrected and
he certainly gave Dale Johnson a
good race. For the modified race they
changed the coil and it worked bet-
ter. No. 43, Mark Brunner, in
his little production Crosley Hot
Shot, had fuel trouble until after the
checkered flag and then it ran fine.

No. 126, Donald Brainer, and James
Hackett, blew the oil on turn 5 and
burned the bearings in their modified
MGTC during practice. They made
repairs and qualified second from the
last. No. 22, Gil Bloemendaal,
had to drop out of his race due to a
wheel wobble which developed on
his Austin Healey as a result of a
collision with No. 13 in Saturday's
practice. Some bolts were badly
stretched. Lawrence Clark, Jr.,
broke the gear shift handle on his
Jaguar No. 126 at the start of his
race. At the end of the race his
hand had a hole in it from the sharp
end of the shift stick. Stuart
Dane lost some time on the track
when he accidentally switched off the
fuel pump on his Dane Triumph,
No. 212.

A fine example of good sportsman-
ship was displayed when Jean Gea-
lin let Bruce Kesser take over his
ride in Joe Lubin's Cooper on Sun-
day. Bruce had flown out from New
York to drive Harry Morrow's
(Bruce's old Cooper) No. 3 but dur-
ing practice Bruce sheared the trans-
mission shaft. This meant that he
didn't have a ride and no 500cc race
was scheduled for Sunday. The
"bosses" reconsidered and allowed
the 500s to have a 10-lap race be-
hind another race on Sunday. The
500 boys really appreciated it.

No. 25, Ody Fellows, made a quick
pit stop with his pink MG Special
to get the gas tank lid closed. Short-
ly after this he was black flagged
for spilling oil. Stan Bucklein,
was pleased to finish the race with
his No. 114 Panhard. He was running
one stock and one modified spark
plug. A sign on his car says "Old
Panhard Never Die (We Hope)." We
understand that Bud Hand drove
the entire race 5 with no clutch on
the orange MG Special No. 26. Quite
a trick! Dick Nash spent most
of his race in the pits with his beau-
tiful MG Ford V8/60. He had heat-
ing problems; it was running red
hot. Ignacio Lozano had to sit
out Sunday's races because he lost
2 rod bearings on his Lotus No. 63
in practice.

Linda Scott, one of our best wom-
en drivers, proudly announced that
hubby "Scotty" will soon be work-
ing as a mechanic in the new Sam
Hanks-Cal Niday foreign car agency
in Santa Monica. If he can make
other cars go as well as "Good Old
No. 97," he should be a success.
One of the most interesting sights
of the week-end was the Von Neu-
manns (John and Eleanor) driving to
and from Paramount Ranch in the
Ferrari Monza. Wonder if they
"snuck" by all of the gendarmes.
Eleanor was clutching the front
license plate on her lap—just in case.

The Long Beach MG Club Chariots
are proving very successful. Why
doesn't someone make one for the
WSCC so that the scribes can be
moved around more efficiently? The
VW Bus, loaned by the Newman's is
handy but it takes longer to load a
bus. Did anyone see the bus as it
came in after the race on Sunday?
Evidently Ella Mae picked up every-
one on every corner—at least 20 peo-
ple piled out of the poor little bus.
It looked like a circus act.

By the way, everyone agreed that
we missed the home-made lunches
prepared by Gladis Bennett and her
crew, Gladis and Sumner Bennett, the
Hudsons, the Ottmans, and the
Townsheds are on a tour of Mexico in
two VW buses.

CALENDAR

DECEMBER
8-9—Bahamas (Nassau) Speed Week.
30—USAC Midget Auto Race, Bon-
elli Stadium, 2:30 p.m.

JANUARY
1—NASCAR Late Model Stock Car
Race, Gardena Stadium, Trials
12:30 p.m. Race, 2 p.m.
13—USAC Midget Auto Race, So.
Mountain Speedway, Phoenix,
Ariz., 8:30 p.m.
13—Argentine Grand Prix, Buenos
Aires.
19-20—CSCC Sports Car races, Po-
mona Fairgrounds.
20—1,000 Kilometer Race, Buenos
Aires.
27—Argentine Formula Libre (May
be in Uruguay).

JALOPY RACES—Every Saturday
night, San Bernardino; every Sunday
afternoon, Gardena; every other Sun-
day, Maywood; DRAG RACES—Sun-
days, Colton, Long Beach, Pomona,
Santa Ana, San Fernando, San Gab-
riel Valley.

Call Sports Car Information Center
EM. 2-4157 for further info on events
listed in this calendar. Out of town
inquiries may be sent to Jim Mat-
thews, CBS Radio, 6121 Sunset Blvd.,
Hollywood 28, Calif.

RALLIES

DECEMBER
2—Thunderbird FCC Point Event
Rallye, Sears Parking Lot,
Pomona, 9 a.m.
2—Santa Monica FCCA "From No-
where Rallye," 1200 Pacific
Coast Hiway, Santa Monica,
9 a.m.
5—Thunderbird FCC, Showing of
Grand Prix Film (Bill South-
worth's), Westmont Community
Center, 9th & Goldenrod,
Pomona, 8 p.m.
23—Varian SCC Winter Rallye, Var-
ian Associates Palo Alto
Plant, 1 p.m.

JANUARY
22-29—Monte Carlo Rallye (Euro-
pean).

* Designates event approved by So.
Calif. Council of Sports Car Clubs.
Need a driver or navigator or do
you want to drive or navigate? Call
Ervie Vogler, Rallye Partner Bureau,
Topanga 4042.

Hanks Ties Up With Imported Car Firm In S.M.

Sam Hanks, one of America's greatest professional auto rac-
ing figures of all time, has offi-
cially announced his affiliation
as general manager with Hart
Fullerton in the operation of
Wilshire Motors.
Hanks revealed that Cal Ni-

day, another all-around driver
of note, has signed on as service
manager for the Santa Monica
imported car firm.

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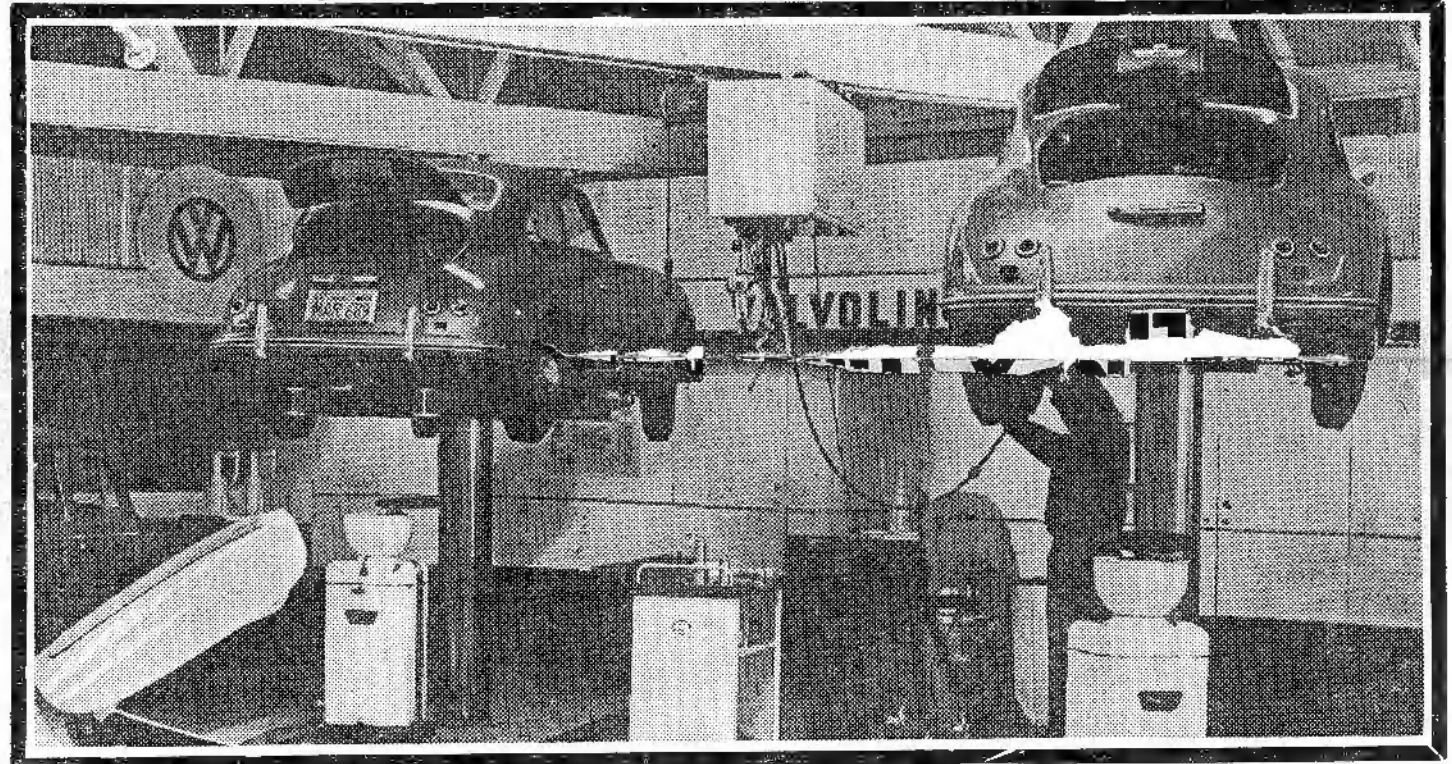
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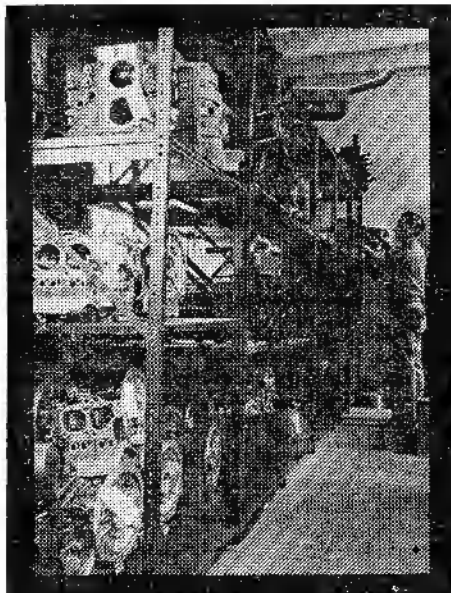
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• Up the Straights

By Jim Mourning

ANOTHER AVALANCHE OF PROTESTS AGAINST CSCC

AFTER PONDERING long and deep on some of the decisions that have recently drifted down from the CSCC white-beards, we've finally come to one conclusion. Good intentions are not enough.

Obviously, they must have had their reasons for limiting Paramount Ranch entries. And they must have felt they were good ones to do so over the vigorous protests of the club president and Ray Frug, both old hands at road racing and its promotion.

Whatever their reasons, we just can't go the bit.

It's a matter of basic mathematics. According to fragmentary records we scribbled on the back of an old beer label at the first go, there were about 135 entries. This time the informal limit slopped over a bit and there were about 110 on hand. By subtracting the latter from the former and multiplying by the 15 clams entry fee, we have \$375. Conservatively figuring one extra pit pass purchased per dicer, we have \$4 times 25 kiddies, or another 100 of the long green. Apparently, \$475 was tossed away for reasons never quite clear to us. And this even discounts the possibility of an increased entry over the first hassle.

Admittedly, the loss wasn't great and the club can probably easily afford it as the rumor is bandied about that they are very robust around the money-belt. But having just

been informed that membership fees were doubled, don't think some of the kiddies aren't screaming.

REAL, REAL WACKY

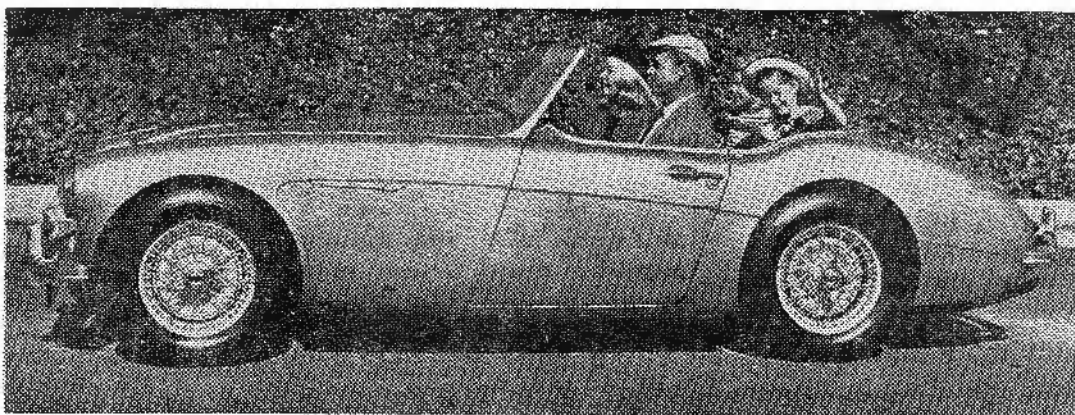
At best, it was one of the wackiest bits of intra-club relations we've seen in an eon or so. At a time when the cry is being raised about the arbitrary attitude of the wheels and the little guys being given the fast shuffle, they antagonize sundry citizens that anted up their original 10-spot on the assumption that a membership entitled them to compete in club events.

Actually, we fail to see what was accomplished. If we could, we might go along. Of course, Paramount isn't exactly a cup of tea suited to those with more enthusiasm than common sense. But we don't necessarily credit the improved safety record to the limited entry. Some of the same screwballs were out there and some of the good drivers were not.

If it was a matter of too many dicers per event, it might have been wiser to skip some of the 25-minute delays between events and squeeze in a couple of more races.

THEY MISSED BOAT

And if they were trying to make Paramount exclusive, therefore desirable—a la Pebble Beach—they missed the boat. It was pretty much the same old faces and the same old winners. All they managed



MAKING A HIT at Beverly Hilton Hotel press and dealer premiere was the new Austin-Healey '100 Six,' featuring new power for the sportsman and new comfort and safety for the family. 1957 model has new C-type six-cylinder engine

compared to its four-cylinder predecessor, and adjustable steering column. Family appeal is gained by two extra seats behind front bucket seats. Car is now on display in showrooms of franchised A-H dealers in So. Calif., Arizona.

to do was cut down the take.

Oh yes, we've heard the tale about the club deliberately trying to lose money for income tax reasons. Hogwash! Not that some hanky-panky might not have been going on over the week-end. But if you want to move a mountain, you don't start by hacking away at it with a fingernail file.

But we really don't know why we're screaming. Our Morgan wasn't ready for Paramount and our membership fees aren't due. Having come to this conclusion, we'll shut up and leave the soap box oratory to those that brought their plaint to us in the first place.

Incidentally, we now have the information concerning structural failures on competing cars during the past year. In a belated effort to be discreet, we'll file it quietly away. We think the shock would be too much for the peddlers of some of the country's most popular bombs.

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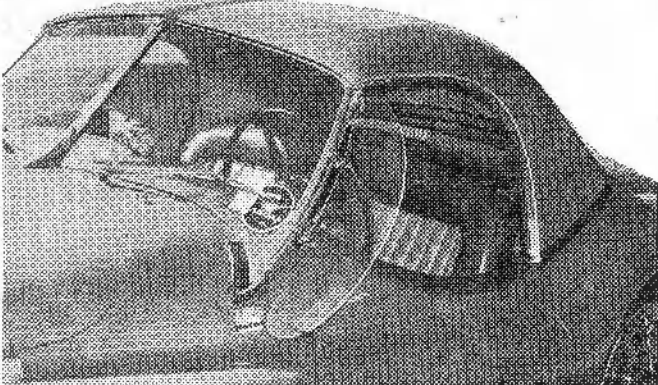
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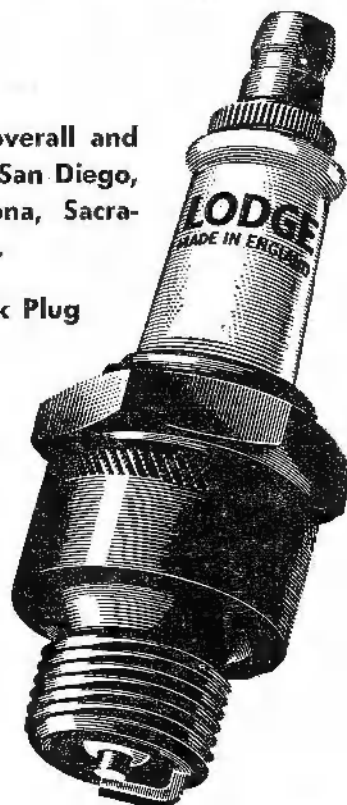
Features exclusive Sinterox insulator and heavy duty chromized corrosion-resistant points. For all automotive engines. In sets, \$1.05 each.

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1953 KURTIS 500 De Soto. This is the exceptional car ready for sport or concours. Snow-white in color, red under-carriage, trimmed in gleaming chrome. Interior to match finish, red on white leather. Complete with mag wheels! One set of whitewalls, Goodyear, one set of racing tires, Firestone. Knock-off wheels and hubs, 3 spinner type. Halibrand quick change rear axle, 6 changes. Full price only \$3295. Trades will be accepted. Office phone days only, Cumberland 3-6525. Home phone even. Oldfield 4-8848. Ask for Ray De Filippi.

1956 CORVETTE MANIFOLD. Complete with two 4 barrel Carter carburetors, linkage, fuel filter, chromed air cleaners, etc. Been used less than 200 miles. \$150 for quick sale. Can be inspected at 1655 No. Western Ave. or call Sutton at HO 4-1860.

1956 MERCEDES BENZ 300SL. Steel-grey with red upholstery. 9,000 miles. One owner—one driver, never raced. Pleasant 3-3781.

'56 JAGUAR CONV. M.C., Factory radio, white sidewall tires, O'drive and car cover. Dark blue with red leather. Also 5 NEW DUNLOP ROAD SPEED white sidewall tires. 600x16, contour tread, showroom fresh, \$160. Call HO 9-2411, ext. 436 between 8 a.m. and 8 p.m., ask for Gordon.

1954 JAGUAR MODIFIED CONVERTIBLE. Beautiful condition throughout. Silver exterior, green leather. Original owner. Poplar 1-2550, 4207 Laurel Canyon, Studio City.

1957 PORSCHE CARRERA COUPE. Telefunken selector F. M. radio, full chrome wheels. 1957 PORSCHE EUROPEAN COUPE. 1957 PORSCHE EUROPEAN SPEEDSTER. 1955 PORSCHE CONTINENTAL COUPE. 12,000 miles. Like new. ECONOMOTORS. VOLKSWAGEN — PORSCHE, 5th and Main St., Riverside, Calif.

MIDGET, KURTIS V8 No. 11, second in URA Grand Prix. Real sharp, \$1500 sale price includes trailer, wheels, spare parts. Only raced 5 times in 1956. Terrific buy—contact Kenny Olympus, Mobilgas Station, 17400 Hawthorne Blvd., Torrance. FRONTIER 9-1034.

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MOTORING



fo(u)r
FUN

By John Foster
National President, FCCA

PLANS ARE under way for a Motion Picture Studio branch of FCCA. It is fitting that our sports car friends in this great industry should have



their own sports car club, and we are happy that they called on us for help. Inquiries regarding this proposed club should be made to Mary Rouen, 18251

Valley Vista, Tarzana, DI-36107.

The latest rallye champion to open a (free) class in rallye navigation is Bob Greenland of SFV Chapter. Bob is one of the three top rallye winners in this area and joins his other two chief competitors, Howard Frank and Don Royer in offering to share their secrets of success with us. I think these three fellows are to be congratulated on their real sporting gestures. Greenland's class, "The Rallye Workshop," is held in Encino. For info call DI-46250 or DI-27081.

OFF TO CANADA

Many of you will remember Jack and Kay Dorset, members of the original FCCA Glendale, co-founders of the SFV Chapter, of which Jack was president for two years and National Rep. for goodness knows how long. They are leaving this month to live in Medicine Hat, Canada. They are taking the Nash Healey with them and it won't surprise you to find they shortly have a "Medicine Hat" branch of FCCA.

Incidentally, a number of us are in the talking stages of a rallye up to "The Hat," taking in the Dorsets and fabulous Banff, Lake Louise, Glacier, Yellowstone, etc. We sure wish them both happiness, and envy the

WHITE CHRISTMAS

Everyone's dreaming of a "White Christmas." They all want MOTORACING for Christmas gifts. Be a Santa Claus inexpensively. See blank form this issue.

fine people up there the wonderful new friends they are getting.

TWO TOP EVENTS

A terrific weekend of controlled dicing was provided over 200 drivers in the San Fernando Valley recently. The SFV Chapter and LSCC held a gymkhana and slalom, respectively on adjacent lots at Sears and the May Co. Contestants had a ball in two excellently-staged events. Bill Levy, brainchild and chairman of so many of these successful events, has one in the making for next spring that promises to be a gymkhana to outdo all past gymkhanas. You'll be hearing much more about this later.



Get more speed on the road with present rpm—replace standard ratio gears with

3 1/4 to 1 GEARS for FORDS

1935-48 . . . AJ153 \$50.00
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Edgar Elder, Fresno, won the 150-lap Grand Prix midget auto race at Gardena Stadium Nov. 22.

Elder, who equalled one-lap qualifying record of 14.50, won the race by a full 14 seconds over Johnnie Parsons, Van Nuys, who earned 120 points and cinched the Pacific Coast crown for 1956 with his runner-up ride.

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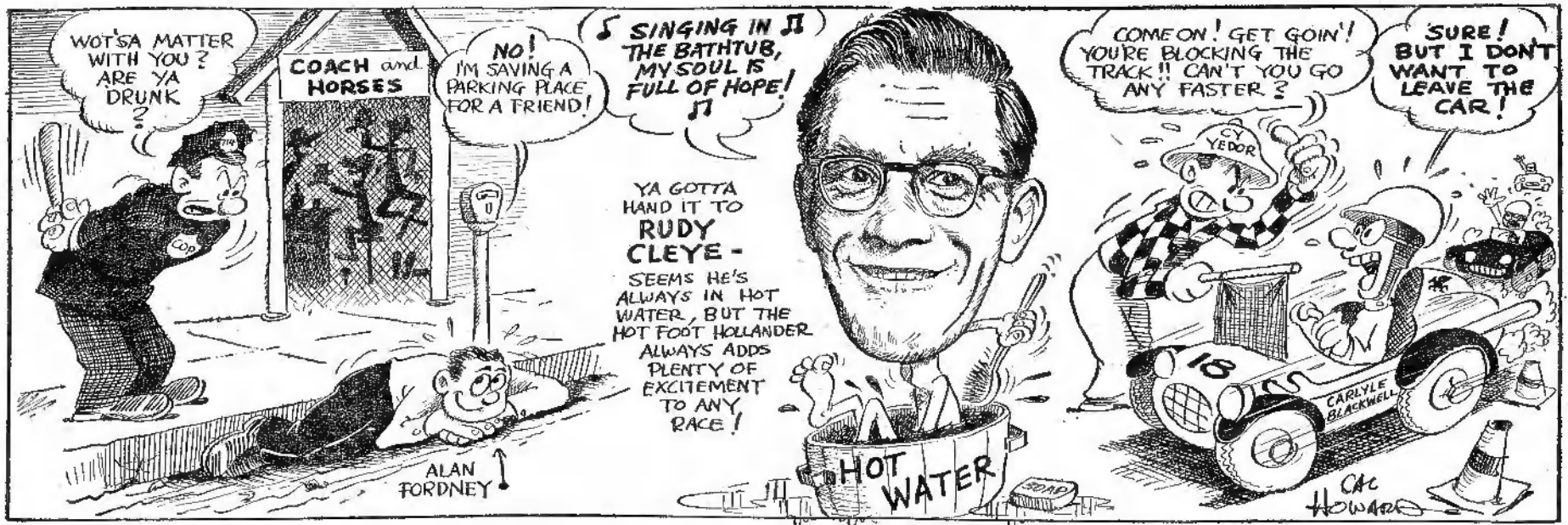
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Cam(p) Followers

By Cal Howard



KEN MILES IN RARE FORM

(Continued from Page 1)

six laps before the finish owing to a lost plug that caused him to lose all his oil.

And earlier this year, at Arcata, Sam Weiss snared both of the day's features in a Porsche Spyder.

The victory in the under-1500 enabled Miles to snap a tie with Richie Ginther (who did not race) and win the 1956 West Coast championship. And in the big-bore he wound up tied with Jack McAfee and Lou Brero for third place, behind Bill Murphy and Carroll Shelby.

MILES IN FORM

Miles, who had trouble staying on the course with the same John von Neumann mount at Pomona, drove like a real champion over the tricky two-mile

Paramount course. In the former race, the car was entered at 1580cc, but different barrels accounted for the smaller displacement at the San Fernando Valley course.

Jean Pierre Kunstle of Carmel finished second in both races, driving the LeMans Porsche Spyder 550RS which he bought shortly before from John Edgar for \$6500.

Eric Hauser was third in the big-bore, steering the Buick-powered Balchowsky Special, sometimes known as the Out Hauser Special. Rapidly-rising Jean Odous, Lotus Coventry Climax, was third in the under-1500.

The big race saw Hauser roar into the lead at the start and hold it for seven laps, with Miles

and Kunstle following. But from then on for the rest of the 56 laps it was Miles. He won easily—by 18 seconds—and averaged 74.7mph for the 1½-hour grind.

There was no excitement as both Miles and Kunstle drove a beautiful race.

Miles' margin over the Swift Swiss was much narrower in the under-1500—two seconds.

What started out as a spectacular duel between Miles and Bob Drake, the Palm Springs victor in the Cooper, fizzled when the latter was forced out on lap 14 of the 28-lap, 45-minute race.

This one loomed as the No. 1 attraction of the two-day meet, staged by the California Sports Car Club. But the Joe Lubin Cooper was in bum shape from the start. Drake didn't actually expect to finish. The oil pressure dropped off to nothing on the turns and he threw a rod.

When Drake went out, Kunstle, who is thrilled over his new Porsche (200 lbs. lighter), stepped into second and remained there until the end.

Harrison Evans, expected to be a threat in the big race with his Ferrari Monza, went out

early when his brakes locked.

The two production races were thrillers. In the big one, Bob Oker, driving Ed Savin's AC Ace-Bristol, was hounded for 26 laps by rising Jack Bates, 300SL. They finished that way, followed by steady Jim Parkinson, Austin-Healey.

Dale Johnson, Porsche Carrera, just did nip persistent E. Forbes-Robinson, MG-A, in the under-1500 production go. Frank Aldhouse, the ex-Renault, was third in an Alfa Romeo Spyder.

Bruce Kessler, Cooper Norton, was an easy winner of the Formula III scramble. The jerky Saturday program saw Jack Dair, Volvo, snare the sedan joust, with Jean Geslin, in the same Cooper Kessler drove, grab the Formula III race.

Saturday's fastest qualifying saw Miles knock off 1:36.8 in the under-1500, and Hauser 1:37.5 in the over-1500. There really wasn't too much talent around.

The crowd for the two days

was about 8,000 fans. This was the 1956 finale.

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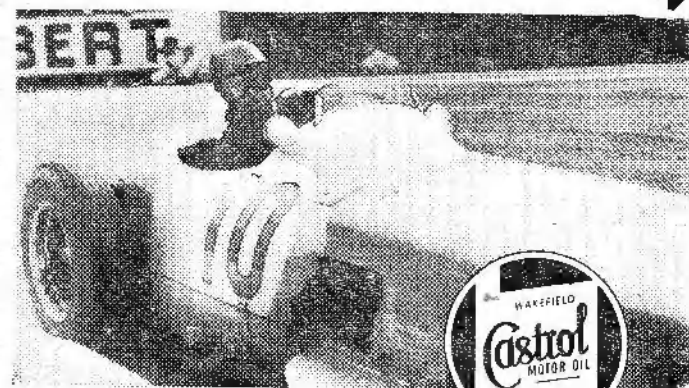


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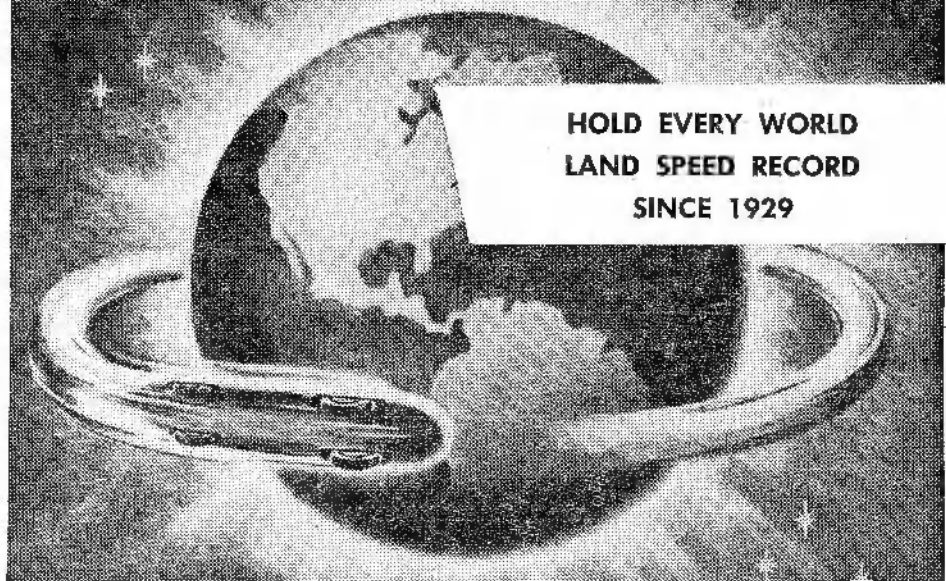
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PistoNotes . . .

By Jules Delancey

STARTER Al Torres is no longer selling sports cars; he's now in the building equipment business, will be glad to sell you a cement mixer . . . New spot for bench racing: A&P Mobil Service in Venice (Pacific Ave. & Venice Way), operated by real sports car enthusiasts, **Bill Atkins**, who tools a Mercedes, and **Scotter Patrick**, a Jaguy. These imported car specialists had their big grand opening recently, a nice affair . . . Talking about the beach, Road & Track—those two fine people, **John & Elaine Bond**, plus crew—have moved their entire operation from Glendale to posh quarters right on the seashore in Playa del Rey.

Joe Richards, the debonair Cal Sales traveling exec who drives the spiffy '57 Triumph TR6 that was on display at the auto show, is due to become a pop about Dec. 5. He's near a phone all the time, so he can enplane to San Jose as soon as he gets the news. The Richards have an 18-month-old boy . . . And it shouldn't be too long now for **Cal & Ellen Howard**. Here the noted cartoonist (see Camp Followers, Pg. 10) who has abandoned plans to co-drive with **Howard Swift** in Europe next year.

That was a unique gimmick **Johnny Green**, Renault distributor, employed for the Dauphine press showing and cocktail party last Tuesday at the elegant Blairfield House. Enclosed with invitations to scribes was a nifty Renault keyholder and key to test drive the new Dauphine, which is a real beauty. More on this later . . . Back to the grind after meeting with the top brass in England, **John Beasley**, the young Gough Industries top exec. here, announces that the firm's automotive and marine division complete sales, administrative, servicing and warehousing facilities moved to beautiful new quarters—a 50,000 square foot building, situated on a four-acre site at 19100 Susanna Rd. in the Compton-Dominguez area.

Latest MOTORACING subscriber in Oakland is **Padre Hardwick** . . . with **Bill Gardner** at the Paramount races; **George Stevens, Jr.**, son of the producer-director of "Giant," and **Dennis Hopper**. Both are in films . . . Jollification was at a fever (?) pitch at the Hollywood Hills Bongo Bash staged last Saturday night by the L.A. Region of the SCCA. Those able to report said it was sensational.

Renewing acquaintance with Hill at Paramount races was **Lester S. Stebbins**, sports car aficionado and wheel from Caracas, Venezuela. He's first vice-prexy of Club Automovilista Deportivo Venezolano and member of the Comision Deportivo Automovilista de Venezuela. He met Hill when the latter raced

at Caracas last year. Stebbins, who since has taken off for South America, was visiting his brother-in-law **Joe Matthews** of Pomona . . . Good prospect to be dicing soon among the damsels is **Virginia Sinclair Mdivani** of Riviera, the oil heiress.

Carl (Dunlop) Gardner of Gardner-Reynolds again hosted newsmen after the Paramount races, setting up Press Hq. at Travelodge in Encino . . . And **Gordon and Ann Martin's** smartly-appointed Volkswagen bus, which served as the MOTORACING base of operations, was the gathering place in the pits . . .

Driver Terry Hall, as vice-pres., is part of a combine that has taken over the Hollywood Athletic Club, renamed it the Clarion Club. They've made improvements in the building and service, and the dining room and bar are open to the public.

Mike Bakus, formerly of the Pen & Quill, is in charge of the restaurant and bar . . . **Joe and Margaret Smith**—he's the ace photographer—are planning a five-months tour of Europe to take in all the Grand Prix and sports car races. He's getting a six-months leave of absence from Universal Studios. They're buying a VW bus over there.

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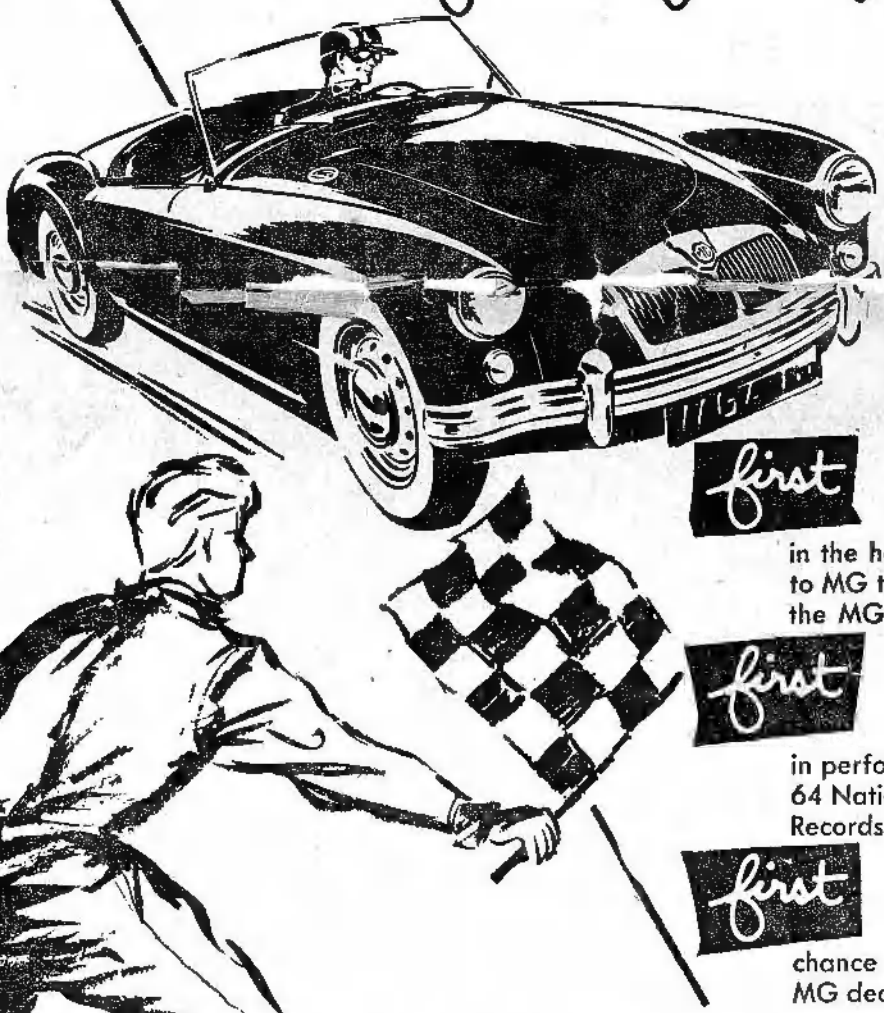
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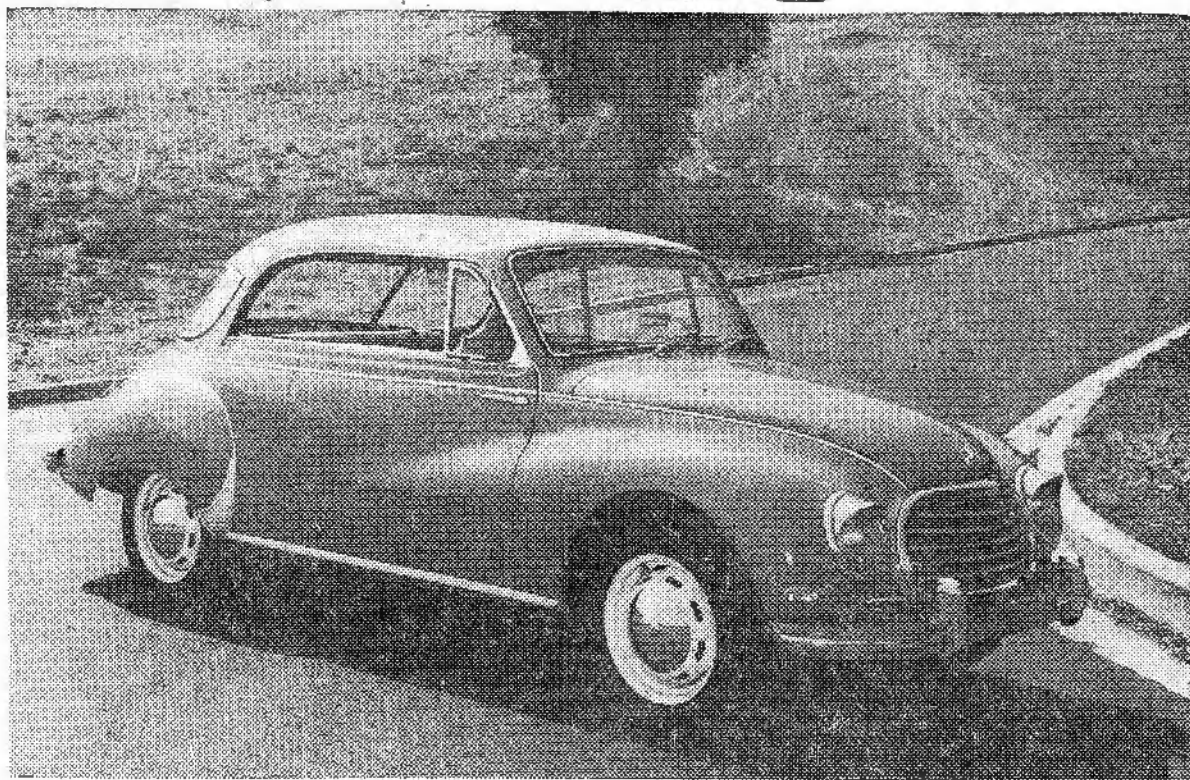
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